

# **MSO San Francisco**

## **Uninspected Passenger Vessel Requirement Guide**

U.S. Coast Guard  
MSO San Francisco  
BLDG #14  
San Francisco, CA 94501  
(510) 437- 3119 Fax: (510) 437-3114

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# INTRODUCTION

## Overview

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This document applies to U.S. uninspected passenger vessels (UPV). It has been developed to assist UPV owners and operators and Coast Guard personnel during dockside or at-sea examinations. For precise language and exemptions to various regulations, consult Title 46, Code of Federal Regulations, Subchapter C.

## Abbreviations

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The following abbreviations are found in this document:

U.S.C.	United States Code
CFR:	Code of Federal Regulations
CG:	U.S. Coast Guard
COTP:	USCG, Captain of the Port
OCMI:	USCG, Officer-in-Charge Marine Inspection
MSD:	Marine Sanitation Device
MSO:	Marine Safety Office
PFD:	Personal Flotation Device
UPV:	Uninspected Passenger Vessel
COD:	Certificate of Documentation
IAW:	In accordance with
NM:	Nautical Mile
M:	Meter
mm	Millimeter

## Definitions

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**Passenger-** means an individual carried on the vessel except:

- a. The owner or an individual representative of the owner or, in the case of a vessel under charter, an individual charterer or individual representative of the charterer;
- b. The master; or
- c. A member of the crew engaged in the business of the vessel who has not contributed consideration for carriage and who is paid for on board services.  
See 46 U.S.C. 2101(21)(A)

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## INTRODUCTION (continued)

**Passenger for hire** - means a passenger for whom consideration is contributed as a condition of carriage on the vessel, whether directly or indirectly flowing to the owner, charterer, operator, agent or any other person having an interest in the vessel. See 46 U.S.C. 2101(21a)

**Consideration** - means an economic benefit, inducement, right, or profit including monetary payment going to an individual, person, or entity. It does not include a voluntary sharing of the actual expenses of the voyage, by monetary contribution or donation of fuel food, beverage, or other supplies. See 46 U.S.C. 2101(5a)

**Uninspected Passenger Vessel** - means an uninspected vessel:

- a Of less than 100 gross tons:
  - (1) carrying not more than 6 passengers, including at least one passenger for hire; or
  - (2) that is chartered with the crew provided or specified by the owner or the owner's representative and carrying not more than 6 passengers. See 46 U.S.C. 2101(42)(B).
- b. Also falling under this definition is a vessel of 100 gross tons and over that carries 12 or less passengers - these vessels are not discussed in this booklet.

#### Copies of Regulations

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You may purchase a copy of these regulations by calling the Government Printing Office at (202) 512-1800, or order by facsimile and credit card (202) 512-2233. Request Title 46, CFR Parts 1 to 40.

#### Penalties

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In accordance with 46 U.S.C. 4106, if an uninspected passenger vessel is operated in violation of the applicable laws or regulations, the owner, charterer, managing operator, agent, master and individual in charge are each liable to the United States Government for civil penalties. The vessel is also subject to civil forfeiture.

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## INTRODUCTION (continued)

#### Conversion Tables

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## Conversion of Metric to U.S. Customary/Imperial Units

Metric Measure	U.S. Measure
200 mm	7.9 in
300 mm	11.8 in
0.6 M	23.6 in
0.9 M	35.4 in
1.0 M	3.3 ft
1.5 M	4.9 ft
2.0 M	6.5 ft
2.5 M	8.2 ft
3.5 M	11.5 ft
4.0 M	13.1 ft
4.5 M	14.8 ft
5.0 M	16.4 ft
6.0 M	19.7 ft
7.0 M	23.0 ft
8.0 M	26.2 ft
10 M	32.8 ft
12 M	39.4 ft
20 M	65.6 ft
25 M	82.0 ft
50 M	164 ft
60 M	196.8 ft
75 M	246.1 ft
100 M	328.1 ft
150 M	492.1 ft
200 M	656.2 ft
500	1640.4 ft
1000 M	3280.8 ft

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# PERSONNEL LICENSING

## Licensing

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Each self-propelled, uninspected vessel carrying not more than six passengers as defined by 46 U.S.C. 2101(42), must be under the direction and control of an individual licensed by the Coast Guard. See 46 CFR 15.605 To serve as an Operator of Uninspected Passenger Vessels (OUPV):

- a. An individual holding a license as master or pilot of Inspected, self-propelled vessels is authorized to serve as operator of UPV within any restrictions, other than gross tonnage limitations, on the individuals license. See 46 CFR 15.905 (a)
- b. An individual holding a license as mate of inspected, self-propelled vessels, other than Great Lakes, inland, or river vessels of not more than 200 gross tons, is authorized to serve as operator of UPV within any restrictions, other than gross tonnage limitations, on the individuals license. See 46 CFR 15.905 (b)
- c. Any person to whom a license as a motorboat operator has been issued shall have such license in his possession and available for immediate production to any Coast Guard boarding officer at all times during which any vessel which he is operating is carrying passengers for hire. See 46 CFR 26.20-1(a)
- d. The operator of a UPV must be operating within the limits of his/her license. See 46 CFR 15.401

## Personnel Watchstanding

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For UPVs operating on ocean and coastwise waters; a licensed individual may not be required to work more than 9 of 24 hours when in port, including the date of arrival, or more than 12 or 24 hours at sea, except in an emergency when life or property are endangered.. See 46 U.S.C. 8104(b)

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# VESSEL DOCUMENTATION

## Certificate Of Documentation

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A UPV of at least five net tons that engages in domestic or coastwise trade must have a Certificate of Documentation (COD) on board bearing a valid endorsement for the activity in which it is engaged. See 46 CFR 67.7

## Endorsements

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Endorsements for CODs' are valid for 1 year. Prior to expiration, the owner must renew by executing an original Notice of Expiration (CG-1280) or Final Notice After Expiration (CG-1280-B) certifying that information contained in the COD and endorsements remains accurate and that the COD has not been wrongfully withheld, lost, or mutilated. The forms and information for renewal can be obtained through the Coast Guard's National Vessel Documentation Center at 1-800-799-8362. The owner will receive a renewal decal which must be affixed to the COD to prove that the COD has been renewed. See 46 CFR 67.163

## Official Number

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The official number of the UPV, preceded by the abbreviation "**NO.**" must be marked block-type Arabic numerals not less than three inches in height on some clearly visible interior structural part of the hull. The number must be permanently affixed so that alteration, removal, or replacement would be obvious. See 46 CFR 67.121

## Markings

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Vessel markings must be IAW 46 CFR 67.123:

- a. The name of the UPV must be marked on some CLEARLY visible exterior part of the port and starboard bow and the stern. The hailing port must be marked on some clearly visible exterior part of the stern.
- b. For UPVs with a square bow, the name must be marked on some clearly visible exterior part of the bow in a manner to avoid obliterating. The name and hailing port must be marked on some clearly visible exterior part of the stern.
- c. These markings may be made by the use of any means and material which result in durable markings. Markings must be made in clearly legible letters of the Latin alphabet or Arabic or Roman numerals, not less than four inches high.

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# VESSEL REGISTRATION

## Certificate Of Number

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A UPV of less than five net tons is required to be either documented, as described on the previous page, or registered with a State, as evidenced by a State issued Certificate of Number. No person may use a vessel unless it has on board a valid certificate of number or temporary certificate for that vessel issued by the issuing authority in the State in which the vessel is principally used. See 33 CFR 173.21

## Markings

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Each number must:

- a. Be painted on or permanently attached to each side of the forward half of the vessel;
- b. Be in plain vertical block characters of not less than three inches (3") in height;
- c. Contrast with the color of the background and be distinctly visible and legible;
- d. Have spaces or hyphens that are equal to the width of a letter other than "I" or a number other than "1" between the letter and number groupings

Examples: **CF 5678 EF** or **CF-5678-EF**

- e. Read from left to right.
- f. On vessels so configured that a number on the hull or superstructure would not be easily visible, the number must be painted on or attached to a backing plate that is attached to the forward half of the vessel so that the number is visible from each side of the vessel. See 33 CFR 173.27



# GENERAL SAFETY

## Safety Orientation

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Before getting underway in any vessel carrying six or fewer passengers for hire, the operator in charge shall ensure that suitable public announcements, instructive placards, or both are provided in a manner which affords all passengers the opportunity to be acquainted with:

- a. Stowage locations of all life preservers;
- b. Proper method of donning and adjusting life preservers of the type(s) carried on the vessel;
- c. The type and location of all lifesaving devices carried on the vessel; and
- d. The location and contents of the Emergency Checkoff List. 46 CFR 26.03-1

## Emergency Instructions

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The operator in charge of each vessel carrying six or fewer passengers for hire, shall ensure that an emergency checkoff list is posted in a conspicuous, continuously accessible place to serve as notice to the passengers, and a reminder to the crew, of precautionary measures which may be necessary in the event of an emergency situation. Except where any part of the emergency instructions are deemed unnecessary by the OCMI, the emergency checkoff must contain not less than the applicable portions of the three emergency checkoff lists in Appendix 1. See 46 CFR 26.03-2

## Passenger Counts

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The master or operator of a vessel carrying passengers shall keep a correct count of all passengers received and delivered. The total number of passengers shall be provided to the Coast Guard upon request. See 46 U.S.C. 3502

## Report of Sexual Offense

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The master or individual in charge shall report to the Coast Guard a complaint of any sexual offense prohibited under 18 U.S.C. 2241-2248. A master or individual in charge who knowingly fails to report in compliance with this section could face a civil penalty of not more than \$5,000. Any report of sexual offenses made to a Boarding Officer shall be immediately forwarded to the cognizant Marine Safety Office. See 46 U.S.C. 10104

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# COMMUNICATIONS

## Radio Telephone

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A radiotelephone is required on every power driven vessel of 20 meters (65.6 ft) or over in length while navigating on waters subject to the Inland Rules.

See 33 CFR 26.03(a)(1)

## Radio Station License

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Vessels which have or are required to have a radiotelephone on board must have a valid Radio Station License issued by the Federal Communications Commission (FCC) that is posted in the navigation area or on the bridge of the vessel.

See 47 CFR 80.403/405

## Temporary Licenses

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If a Radio Station License has just recently been applied for, a copy of FCC Form 506-A may serve as a temporary permit. See 47 CFR 80.403/405

## Radio Operators

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A radio operator who holds a restricted radiotelephone operators permit or higher class license is required on every power driven vessel of 20 meters (65.6 ft) or over in length while navigating on waters subject to the Inland Rules. See 47 CFR 80.163 and 33 CFR 26.03

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# NAVIGATION LIGHTS/SOUND SIGNALS

## Inland Navigation Rules

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The operator of each self-propelled vessel 12 meters (39.4ft) or more in length shall carry on board and maintain for ready reference a copy of the Inland Navigation Rules. 33 CFR 88.05

## Navigation Lights Exhibited

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A power driven vessel while underway shall display:

- a. A white masthead light placed over the fore and aft centerline of the vessel and facing forward with an arc of visibility of 225 degrees;
- b. Red and green sidelights (red to port/green to starboard), with an arc of visibility of 112.5 degrees from dead ahead to the stern; and
- c. A white stern light facing aft with an arc of visibility of 135 degrees.

On a power-driven vessel of less than 12 meters (39.4 feet) in length, one all around (360 degrees) white light may be substituted for both the masthead and stern light. See Navigation Rules, Rule 23

On a vessel of less than 20 meters (65.6 feet) in length, sidelights may be combined in one lantern carried on the fore and aft centerline of the vessel. On vessels of less than 12 meters (39.4 feet), sidelights combined in one lantern shall be placed as nearly as practicable to the fore and aft centerline of the vessel.

## Screens

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Sidelights of vessels 20 meters (65.6ft) or more in length shall be fitted with mat black inboard screens. On vessels less than 20 (65.6ft) meters, sidelights, if necessary to meet the arc required of the light, shall be fitted with black mat inboard screens. A combined lantern, on vessels less than 20 meters (65.6ft) using a single vertical filament and a narrow division between the red and green sectors, the external screens need not be fitted.

On power-driven vessels less than 12 meters (39.4ft) in length constructed after July 31, 1983, the masthead light, or the all-round light shall be screened to prevent direct illumination of the vessel forward of the operator's position. See 33 CFR 84.09 and Navigation Rules, Annex 1

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## NAVIGATION LIGHTS/SOUND SIGNALS (continued)

## Position

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The masthead light, or the all-round light of a power-driven vessel of less than 12 meters (39.4ft) in length shall be carried at least one meter (3.3ft) higher than the sidelights. See Navigation Rules, Annex 1

## Sound Signals Required

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Every vessel, while underway, shall have sound signaling appliances on board that meet the specifications in the Navigation Rules, Annex III:

- a. A vessel of less than 12 meters (39.4ft) in length must have a means of making an efficient sound signal.
- b. A vessel of 12 meters (39.4ft) or more in length must have a whistle and a bell.
- c. A vessel of 12 to 20 meters in length must have a bell of at least 200 mm (7.9 inches) in diameter.
- d. A vessel of over 20 meters in length must have a bell of at least 300 mm (11.8 inches) in diameter. See 33 CFR 86.23
- e. The bell does not have to be mounted. It must be on board the vessel and accessible.

## Whistle Audibility

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The audibility of a whistle must meet the following Table distances:

Vessel Length	Audibility Range
12 Meters to less than 20 Meters	Less than 0.5 Nautical mile
20 Meters - 75 Meters	1.0 Nautical mile
75 Meters - 200 Meters	1.5 Nautical mile

# CHEMICAL TESTING REQUIREMENTS

## Pre- Employment Testing

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No marine employer shall engage or employ any individual to serve as a crewmember unless the individual passes a chemical test for dangerous drugs for that employer. An employer may waive a pre-employment test required for a job applicant if the individual provides satisfactory evidence that he or she has;

- a. Passed a chemical test for dangerous drugs, within the previous six months with no subsequent positive tests during the remainder of the six month period, or;
- b. During the previous 185 days been subject to a random testing program for at least 60 days and did not fail or refuse to participate in a chemical test for dangerous drugs required by this part. See 46 CFR 16.210

## Periodic Testing

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An applicant for an original license shall be required to pass a chemical test for dangerous drugs and shall provide the results of the test to the Coast Guard Regional Examination center (REC) at the time of submitting an application. An applicant need not submit evidence of passing a chemical test for dangerous drugs required by this section if he or she provides satisfactory evidence that he or she has

- a. Passed a chemical test for dangerous drugs, within the previous six months with no subsequent positive tests during the remainder of the six month period; or
- b. During the previous 185 days been subject to a random testing program for at least 60 days and did not fail or refuse to participate in a chemical test for dangerous drugs. See 46 CFR 16.220

## Random Testing

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Marine employers shall establish programs for the chemical testing for dangerous drugs on a random basis of crewmembers on uninspected vessels who:

- a. Are required by law or regulation to hold a license issued by the Coast Guard in order to perform their duties on the vessel;
  - b. Perform duties and functions directly related to the safe operation of the vessel;
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## CHEMICAL TESTING REQUIREMENTS (continued)

- c. Perform the duties and functions of patrolmen or watchmen; or
- d. Are specifically assigned the duties of warning, mustering, assembling, assisting, or controlling the movement of passengers during emergencies.  
See 46 CFR 16.230(b)

Marine employers may form or otherwise use sponsoring organizations, or may use contractors, to conduct the random chemical testing programs required by this part.  
See 46 CFR 16.230(d)

The minimum annual percentage rate for random drug testing shall be 50 percent of covered crewmembers. See 46 CFR 16.230(e)

### Random Testing Selection

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The selection of crewmembers for random drug testing shall be made by a scientifically valid method, such as a random number table or a computer based random number generator that is matched with crewmembers' Social Security numbers, payroll identification numbers, or other comparable identifying numbers. Under the testing frequency and selection process used, each covered crewmember shall have an equal chance of being tested each time selections are made and an employee's chance of selection shall continue to exist throughout his or her employment. As an alternative, random selection may be accomplished by periodically selecting one or more vessels and testing all crewmembers covered by this section, provided that each vessel subject to the marine employer's test program remains equally subject to selection.  
See 46 CFR 16.230(c)

### Reasonable Cause Testing

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Employers shall require any crewmember engaged or employed on a vessel who is reasonably suspected of using a dangerous drug to be chemically tested for dangerous drugs. The employer's decision to test must be based on a reasonable and articulate belief that the individual has used a dangerous drug based on direct observation of specific physical, behavioral, or performance indicators of probable use. Where practicable, this belief should be based on observations by two persons in supervisory positions. See 46 CFR 16.250

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# CHEMICAL TESTING REQUIREMENTS (continued)

## Serious Marine Incident Testing

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The marine employer shall ensure that all persons directly involved in a serious marine incident are chemically tested for evidence of dangerous drugs and alcohol as required by 46 CFR 16.240

## Failure of a Drug Test

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If an individual fails a chemical test for dangerous drugs under this part, the individual will be presumed to be a user of dangerous drugs. If an individual holding a license, certificate of registry, or merchant mariner's document fails a chemical test for dangerous drugs, the individual's employer or prospective employer shall report the test results in writing to the nearest Coast Guard Officer in Charge, Marine Inspection (OCMI). The individual shall be denied employment as a crewmember or removed from duties which directly affect the safe operation of the vessel as soon as practicable and shall be subject to suspension and revocation proceedings against his or her license, certificate of registry, or merchant mariner's document. See 46 CFR 16.201(c)

If an individual who does not hold a license, certificate of registry, or merchant mariner's document fails a chemical test for dangerous drugs, the individual shall be denied employment as a crewmember or removed from duties which directly affect the safe operation of the vessel as soon as possible. See 46 CFR 16.201(d)

## Drug Testing Records

---

Employers shall maintain records of positive chemical tests for a period of five years and shall make these records available to the Coast Guard officials upon request. Records of tests reported as negative shall be retained for one year. The records shall be sufficient to identify the:

- a. Total number of individuals tested annually for dangerous drugs in each of the categories of testing required;
  - b. Annual number of individuals failing chemical tests; and
  - c. Number and types of drugs for which individuals tested positive. 46 CFR 16.260
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# OPERATING A VESSEL WHILE INTOXICATED

## Discussion

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While on board an UPV, a crewmember (including a licensed individual), pilot or a watchstander who is not a regular member of the crew:

- a. Shall not perform or attempt to perform any scheduled duties within four hours of consuming any alcohol;
- b. Shall not be intoxicated at any time;
- c. Shall not consume any intoxicant while on watch or on duty; and
- d. May consume a legal non-prescription or prescription drug provided the drug does not cause the individual to be intoxicated.

## Employer Responsibility

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If the marine employer has reason to believe that an individual is intoxicated, the marine employer shall not allow that individual to stand watch or perform other duties. See 33 CFR 95.050

## Reasonable Cause

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Only a law enforcement officer or a marine employer may direct an individual operating a vessel to undergo a chemical test when reasonable cause exists. Reasonable cause exists when the individual:

- a. Was directly involved in the occurrence of a marine casualty as defined in Chapter 61 of Title 46, United States Code; or
  - b. Is suspected of being intoxicated or is suspected of having an alcohol concentration of .04 percent or more.
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# MARINE CASUALTY REPORTING

## Verbal Notice of Notice of Marine Casualty

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Immediately after addressing safety concerns, the owner, master, operator, or person in charge shall notify the nearest Marine Safety Office, Marine Inspection Office or Coast Guard Group Office whenever a vessel is involved in a marine casualty consisting of:

- a. An unintended grounding, or an unintended strike of a bridge;
- b. An intended grounding or an intended strike of a bridge, that creates a hazard to navigation, the environment, or safety of a vessel;
- c. A loss of main propulsion, primary steering, or any associated component or control system that reduces the maneuverability of the vessel;
- d. An occurrence adversely affecting the vessel's seaworthiness or fitness for service or route, including but not limited to fire, flooding, or failure of or damage to fixed fire-extinguishing systems, lifesaving equipment, auxiliary power generating equipment, or bilge-pumping systems;
- e. A loss of life;
- f. An injury that requires professional medical treatment (treatment beyond first aid) and, if the person is engaged or employed on board a vessel in commercial service, that renders the individual unfit to perform his or her routine duties; or
- g. An occurrence causing property damage in excess of \$25,000, this damage including the cost of labor and material to restore the property to its condition before the occurrence, but not including the cost of salvage, cleaning, gas-freeing, drydocking, or demurrage. See 46 CFR 4.05-1

## Substance of Marine Casualty Notice See 46 CFR 4.05-1-5

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The notice must include the following information:

- a. Name and official number of the vessel involved;
- b. Name of the vessel's owner or agent;
- c. Nature and circumstances of the casualty;

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## MARINE CASUALTY REPORTING (continued)

- d. Locality in which it occurred;
- e. Nature and extent of injury to persons; and
- f. Damage to property.

**Written Report of Marine Casualty See 46 CFR 4.05-10**

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The owner, agent, master, operator, or person in charge shall, within five days, file a written report of any marine casualty. This written report is in addition to the immediate notice required by 46 CFR 4.05-1 and must:

- a. Be delivered to a Coast Guard Marine Safety Office, Marine Inspection or Activities Office;
- b. Be provided on Form CG-2692 (Report of Marine Accident, Injury or Death); and
- c. Be supplemented as necessary by appended Forms CG-2692A (Barge Addendum) and CG-2692B (Report of Required Chemical Drug & Alcohol Testing following a Serious Marine Incident).

**Alcohol or Drug use in Casualties See 46 CFR 4.05**

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For each marine casualty required to be reported by 46 CFR 4.05-10, the marine employer shall determine whether there is any evidence of alcohol or drug use by individuals directly involved in the casualty and include in the written report, Form CG-2692, information which:

- a. Identifies those individuals for whom evidence of drug or alcohol use, or evidence of intoxication, has been obtained; and
  - b. Specifies the method used to obtain such evidence, such as personal observation of the individual, or by chemical testing of the individual.
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# MARINE CASUALTY REPORTING (continued)

## Serious Marine Incident

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A serious marine incident involving a vessel in commercial service includes any marine casualty or accident which results in any of the following:

- a. One or more deaths;
  - b. An injury to a crewmember, passenger, or other person which requires professional medical treatment (treatment beyond first aid) and, in the case of a person employed on board a vessel in commercial service, which renders the individual unfit to perform his or her routine duties;
  - c. An occurrence causing property damage in excess of \$100,000, this damage including the cost of labor and material to restore the property to its condition before the occurrence, but not including the cost of salvage, cleaning, gas-freeing, drydocking, or demurrage;
  - d. Actual or constructive total loss of any self-propelled vessel of 100 gross tons or more;
  - e. A discharge of oil of 10,000 gallons or more into the navigable waters of the United States, as defined in 33 U.S.C. 1321, whether or not resulting from a marine casualty; or
  - f. A discharge of a reportable quantity of a hazardous substance into the navigable waters of the United States, or a release of a reportable quantity of a hazardous substance into the environment of the United States, whether or not resulting from a marine casualty. 46 CFR 4.03-2
  - g. A serious marine incident requires action by the marine employer to conduct the chemical testing required by 46 CFR 16.240. (See page 15)
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# **LIFESAVING EQUIPMENT**

## **Personal Flotation Floatation**

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No person may operate a UPV unless it has on board at least one life preserver (Type 1 PFD) approved Devices under 46 CFR Subchapter Q of a suitable size for each person on board. Kapok and fibrous glass life preservers which do not have plastic covered pad inserts are not acceptable.

See 46 CFR 25.25-5(c)

## **Reflective Tape**

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Each life preserver, each marine buoyant device intended to be worn, and each buoyant vest carried on a vessel must have Type I retroreflective material attached as follows:

- a. At least 200 sq. cm. (31 sq. in.) of material on the front;
- b. At least 200 sq. cm. on the back;
- c. If reversible, at least 200 sq. cm. on each reversible side; and
- d. The material attached on each side must be divided equally between the upper quadrants of the side and as close as possible to the shoulder area.

See 46 CFR 25.25-15

## **PFD Lights**

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On Ocean, Coastwise, or Great Lakes voyages each exposure suit, life preserver, marine buoyant device intended to be worn, and each buoyant vest must have a CG approved PFD light which must be securely attached to the front shoulder area. A PFD light with a non-replaceable power source must be replaced on or before expiration date of the power source. A PFD light with a replaceable power source must have the power source replaced on or before its expiration date and the light must be replaced when it is no longer serviceable. See 46 CFR 25.25-13

## **Miscellaneous Regulations**

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- a. Lifesaving equipment required to be worn must be readily accessible and equipment designed to be thrown must be immediately available.

See 46 CFR 25.25-9

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## **LIFESAVING EQUIPMENT(Continued)**

- b. When carried on UPVs, approved buoyant work vests shall be stowed separately from the regular stowage of required lifesaving equipment. See 46 CFR 26.30-10
- c. The lifesaving equipment must be CG approved and in serviceable condition. See 46 CFR 25.25-11

#### Ring Life Buoy

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Each UPV 26 feet or longer in length must have at least one CG approved throwable ring life buoy with a minimum outside diameter of 20 inches. See 46 CFR 25.25-5(d)

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# DISTRESS SIGNALS

## Distress Signals Required

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No person may use a boat 16 feet or more in length or any boat carrying six or less passengers unless visual distress signals are carried and are readily accessible. Any of the following distress signals, as described in 33 CFR 175.110, 130 and 135 can be used to meet the distress signal requirements:

- a. An electric distress signal light which is CG approved and marked to meet the requirement of 46 CFR 161.013 as a visual night distress signal.
- b. An orange flag which has been certified as CG approved and marked to the requirements of 46 CFR 160.072 as a visual day distress signal.
- c. Pyrotechnics listed in 33 CFR Table 155.130 below. Any combination of the signal devices selected from subparagraphs a. and b. above and the table, carried in the number required, meets the requirement. Examples: The combination of two hand-held red flares (160.021), and one parachute red flare (160.024 or 160.036) meets both day and night requirements. Three hand orange smoke (160.037) with one electric distress light (160.013) meets both day and night requirements.

Approval # Under 46 CFR	Device Description	Meets Requirements for	Number Required
160.021	Hand-Held Red Flare Distress Signals***	Day and Night	3
160.022	Floating Orange Smoke Distress Signals	Day only	3
160.024	Parachute Red Flare Distress Signals	Day and Night*	3
160.036	Hand-Held Rocket Propelled Parachute Red Flare Distress Signals	Day and Night	3
160.037	Hand-Held Orange Smoke Distress Signals	Day only	3
160.057	Floating Orange Smoke Distress Signals	Day only	3
160.066	Distress Signals for Boats, Red Aerial Pyrotechnic Flares	Day and Night**	3

\* These signals require use in combination with a suitable launching device approved and marked under 46 CFR 160.28.

\*\* These devices may be either meteor or parachute assisted type. Some of these signals may require use in combination with a suitable launching device approved and marked under 46 CFR 160.028.

\*\*\* Must have manufacture date of 1 Oct. 1980 or later.

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# FIRE FIGHTING EQUIPMENT

## Fire Extinguishers

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All fire extinguishers and fixed fire extinguishing systems shall:

- a. Be CG approved or UL listed for marine use and marked as such. 46 CFR 25.30-5(b)
- b. Hand portable extinguishers and semiportable extinguishers must:
  - (1) Be type "B"; i.e. suitable for extinguishing fires involving flammable liquids, grease, etc. 46 CFR 35.30-10(b)
  - (2) Have a permanently attached metallic name plate giving the name of the item, rated capacity, the name and address of person or firm for whom approved, and the identifying mark of the manufacturer. 46 CFR 25.30-10(d)
- c. Fixed fire extinguishing systems must be a CG approved carbon dioxide type, designed and installed in compliance with the requirements of 46 CFR 25.30-15

## Number of Fire Extinguishers Required

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All motorboats (vessels 65 ft in length and smaller) shall carry at least the minimum fire extinguishers as required in 46 CFR Table 25.30-20(a)(1) below:

Vessel Length		Minimum Number of B-I Hand Portable Fire Extinguishers	
Equal or Over	Under	No Fixed FF in Machinery Space	Fixed FF in Machinery Space
	16 ft	1	0
16 ft	26 ft	1	0
26 ft	40 ft	2	1
40 ft	65 ft*	3	2

\*This means 65' and under.

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## FIRE FIGHTING EQUIPMENT (continued)

All motor vessels (vessels over 65' in length) shall carry at least the minimum fire extinguishers as set forth in 46 CFR Table 25.30-20(b)(1) below. In addition to the hand portable fire extinguishers required by Table 25.30-20(b)(1), the following fire extinguishing equipment shall be fitted in the engine space: One B-II portable fire extinguisher is required for each 1000 B.H.P. of the main engines or any fraction thereof, however, not more than six such extinguishers need be carried.

Gross Tonnage		Minimum Number of B-II Hand Portable Fire Extinguishers
Over	Not Over	
	50 GT	1
50 GT	100 GT	2
100 GT	150 GT	3

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# ENGINEERING SAFETY EQUIPMENT

## Ventilation

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UPVs using fuel having a flash point of 110 degrees F or less (gasoline) shall have:

- a. At least two ventilation ducts, fitted with cowls or their equivalent, for the removal of explosive or flammable gases from the bilges of all engine and fuel tank compartments.
- b. At least one exhaust duct that extend from the open atmosphere to the lower portion of the bilge.
- c. At least one intake duct that extend to a point at least midway to the bilge or at least below the level of the carburetor air intake. 46 CFR 25-40-1

## Flame Arrester

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Every installed gasoline engine (except outboard engines) shall be equipped with an acceptable means of backfire flame control which must be:

- a. Acceptable, serviceable and securely mounted; and
- b. Coast Guard, SAE Marine and UL Marine approved. See 46 CFR 25.35-1

## Cooking, Heating, And Lighting

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These systems are type specific. Refer to 46 CFR 25.45 for details or contact the cognizant Coast Guard Marine Safety Office/Inspection Office/Activities concerning acceptability.

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# ENVIRONMENTAL REGULATIONS

## General Requirements

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No person may intentionally drain oil or hazardous materials from any source into the bilge. See 33 CFR 155.770

No person may operate a U.S. non-oceangoing UPV in U.S. navigable waters unless it has the capacity to retain on board all oily mixtures and is equipped to discharge the oily mixtures to a reception facility. See 33 CFR 155.330

Oceangoing UPVs shall have the capacity to retain all oily mixtures on board and be equipped to discharge these to a reception facility or be equipped with a CG approved oily-water separator. A UPV may retain all oily mixtures in bilges; an oily residue tank is not required. See 33 CFR 155.350

## Placard Requirements

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UPVs 26 ft or more in length must have a placard posted in a machinery space or a bilge control station IAW 33 CFR 155.450. The placard must be at least 5 by 8 inches, made of durable material, and shall state:

### DISCHARGE OF OIL PROHIBITED

**The Federal Water Pollution Control Act prohibits the discharge of oil or oily waste into or upon the navigable waters of the United States or the waters of the contiguous zone, or which may affect natural resources belonging to, appertaining to, or under the exclusive management authority of the United States if such discharge causes a film or sheen upon or a discoloration of the surface of the water or causes a sludge or emulsion beneath the surface of the water. Violators are subject to a substantial civil penalties and/or criminal sanctions including fines and imprisonment.**

## ENVIRONMENTAL REGULATIONS (continued)

### Marine Sanitation Device(MSD)

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No UPV with an installed toilet may operate in U.S. navigable waters without an approved and operable Type I, II or III MSD:

- a. Type I means a device that, under the test conditions described in 33 CFR 159.123 and 159.125, produces an effluent (discharge) having a fecal coliform bacteria count not greater than 1,000 per 100 milliliters and no visible solids.
- b. Type II means a device that, under the test conditions described in 33 CFR 159.126 and 159.126a, produces an effluent having a fecal coliform bacteria count not greater than 200 per 100 milliliters and suspended solids not greater than 150 milligrams per liter.
- c. Type III means a device that is designed to prevent the overboard discharge of treated or untreated sewage or waste derived from sewage. Holding tanks can be discharged over the side no closer than three nautical miles from land.
- d. If a Type III MSD has a "Y" valve which allows discharge over the deck to a facility or through the hull over the side, the valve must be secured in U.S. navigable waters to prohibit accidental discharges overboard.  
See 33 CFR 159.53(c)
- e. All MSDs must have an identification placard attached. See 33 CFR 159.55
- f. All MSDs must have placards which provide operating instructions, safety precautions, and warnings pertinent to the MSD. The letters on the placard must be at least one eighth of an inch. See 33 CFR 159.59
- g. After January 30, 1980, new UPVs with installed toilet facilities must be equipped with a Type II or III MSD. A new UPV includes any UPV, the construction of which is initiated on or after January 30, 1975. An exception is an operable Type I MSD installed before January 31, 1980 that is properly labeled.  
See 33 CFR 159.7(b)
- h. After January 30, 1980, existing UPVs (not new UPVs) with installed toilet facilities must be equipped with a Type II or III MSD. An exception is an operable Type I MSD installed before January 31, 1978 that is properly labeled.  
See 33 CFR 159.7(c)

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## ENVIRONMENTAL REGULATIONS (continued)

- i. Any UPV 65' or under in length may utilize a properly labeled and functioning Type I MSD.
- j. Portable toilets or "porta-potties" are not considered installed toilets and are not subject to MSD regulations.

#### Dumping Requirements.

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No person may discharge garbage into U.S. navigable waters. See 33 CFR 151.66

#### Garbage Placards

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UPVs 26 feet or more in length must display garbage placards that are:

- a. Made of durable material and nine inches wide by four inches high with letters at least 1/8" high; and
- b. Displayed in prominent locations and in sufficient numbers to be read by the crew and passengers. See 33 CFR 151.59
- c. The placard must notify the reader of the following IAW 33 CFR 151.59 (d):

Discharge of plastic or garbage mixed with plastic into any waters is prohibited.

Discharge of garbage is prohibited in U.S. navigable waters and in all other waters within three nautical miles of the nearest land.

Discharge of dunnage, lining, and packing materials that float is prohibited within 25 nautical miles of the nearest land.

Other unground garbage may be discharged beyond 12 nautical miles from the nearest land.

Other garbage ground to less than one inch may be discharged beyond three nautical miles of the nearest land.

Violators are liable for civil penalties up to \$25,000, fines up to \$50,000, and imprisonment for up to five years per violation.

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## ENVIRONMENTAL REGULATIONS (continued)

### Waste Management Plan

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Ocean going UPVs of 40 feet or more in length must have a written waste management plan detailing:

- a. Who is responsible for the garbage;
- b. How it shall be collected;
- c. How it is to be stowed; and
- d. How it is to be disposed of.

Examples of waste management plans are located in the Appendix 2 of this document. See 33 CFR 151.57

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# UNSAFE CONDITIONS

## Discussion

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A USCG Boarding Officer observing certain unsafe or especially hazardous conditions on board a UPV while underway, is authorized to direct the vessel's operator to take immediate and reasonable steps to correct the conditions, including a direction to proceed to a mooring and remain until the hazard is corrected or has ended.

See 46 USC 4308, 33 CFR 177.05, and 33 CFR 177.07

## Especially Hazardous Conditions

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The especially hazardous conditions include:

- a. Operation without sufficient lifesaving equipment on board. This may include:
    - (1) No personal flotation devices (PFD's);
    - (2) Insufficient quantity of PFD's; or
    - (3) PFD's which are unserviceable.
  - b. Operation without adequate fire fighting equipment on board.
  - c. Operation in an overloaded, or other unsafe condition, including:
    - (1) Excessive volatile fuel (gasoline or solvents) or volatile fuel vapors in bilges.
    - (2) Intoxication of the operator.
    - (3) Lack of any operable navigation lights (when applicable).
    - (4) Inadequate ventilation of tanks and engine spaces.
    - (5) Inadequate backfire flame control (if required).
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## WASTE MANAGEMENT PLANS:

Waste Management Plan for (Vessel Name): \_\_\_\_\_

Person in Charge: \_\_\_\_\_

### Solid Waste Management Procedures:

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- a. All vessel refuse is put in garbage bags and stored on board until it can be disposed of in dumpsters on shore. This policy is reviewed with all crew members.

- b. If the vessel is outside of 12 miles from shore:

All the garbage with the exception of food materials and paper is put in a garbage bag to be hauled to the dockside trash receptacle at trip's end. Food materials and paper generated in the galley are collected in a bucket (or in a paper bag or cardboard box) and the bucket emptied over the side (or the food filled bag or box is thrown overboard) by a crew member.

- c. If the vessel is within 12 miles of shore or returning to shore:

All refuse materials are put in garbage bags and stored on board until the end of the trip when the deckhand disposes of the bags in the dockside trash receptacles.

### Crew Education:

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At the beginning of each season all crew members are reminded of the refuse discharge laws and shown the MARPOL V placard posted in the galley. Crew is told that it is vessel policy to stow all garbage materials on board except for food and paper when the vessel is outside of 12 miles. The captain orients all new crew and passengers to the rules governing the vessel including refuse laws and refuse handling.

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# APPENDIX 1

## EMERGENCY CHECKOFF LIST

### ROUGH WEATHER AT SEA OR CROSSING HAZARDOUS BARS

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- a. All weathertight and watertight doors, hatches and airports closed to prevent taking water aboard.
- b. Bilges kept dry to prevent loss of stability.
- c. Passengers seated and evenly distributed.
- d. All passengers wearing life preservers in conditions of very rough seas or if about to cross a bar under hazardous conditions.
- e. An International Distress call and a call to the Coast Guard if assistance is needed (if radiotelephone equipped).

### PERSON OVERBOARD

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- a. Ring buoy thrown overboard as close to the victim as possible.
- b. Lookout posted to keep the victim in sight.
- c. Crewmember, wearing a life preserver and lifeline, standing by ready to jump into the water to assist the victim back aboard.
- d. Coast Guard and all vessels in the vicinity notified by radiotelephone (if radiotelephone equipped).
- e. Search continued until after radiotelephone consultation with the Coast Guard, if at all possible.

### FIRE AT SEA

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- a. Air supply to the fire cutoff by closing hatches, ports, doors and ventilators, etc.
- b. Portable extinguishers discharged at the base of the flames or flammable liquid or grease fires or water applied to fires in combustible solids.
- c. If fire is in machinery spaces, fuel supply and ventilation shut off and any installed fixed fire fighting systems discharged.
- d. Vessel maneuvered to minimize the effect of wind on the fire.
- e. Coast Guard and all vessels in the vicinity notified by radiotelephone of the fire and vessel location (if radiotelephone equipped).
- f. Passengers moved away from fire and wearing life preservers.



